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SCOTCH WHISKY.
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THE U \$12.00.
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AT THE PRICE.
H. PRICE & CO.
12, Queen's Road.

The China Mail.

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AN
INVIGORATING,
STRENGTHENING
NATURAL
TONIC WINE.
\$18.00 per Dozen.
Sole Agents:
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12, Queen's Road.

No. 11,917.

號七廿月五年一零百九千一英

HONGKONG, MONDAY, MAY 27, 1901.

日十初月四年丑辛

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,
Engineers, Shipbuilders and Storekeepers.

OFFICES: 60 and 62 DES VŒUX ROAD.
WORKS: KOWLOON BAY.

JUST RECEIVED.

Steam and Centrifugal Pumps for Every Service.
20th Century Forges (the most Perfectly Constructed Forges on the Market).
Ship's Telegraphs to suit any Class of Vessel.
Engineer's Combined Pipe Cutters and Wrenches.
Boardsman's Combined Wrenches.
Champion Screw Drivers, with Patent Non-Slipping Handles.
Cleveland Twist Drills.
Clarke's Patent Expansive Bits.
Star Hack Saws and Blades.
And Engineer's Tools of Every Description.
Paints, Oils, Packings, Etc., Etc., always in Stock ready for immediate delivery.

THE
Peak Hotel.
CITY OFFICE,
7, DUDDELL STREET.
HOTEL CRAIGIEBURN
PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 36.
For Terms,
Apply to the MANAGER. 741

Wanted.
A ASSISTANT WANTED, by the Robinson Piano Co., Ltd.
Apply, 13, Queen's Road.
Hongkong, May 8, 1901. 1900

WANTED.
A YOUNG EUROPEAN wishes to have
Situation as COOK, good references.
43A, PRAYA EAST.
Hongkong, May 25, 1901. 1101

BY NAVAL OFFICER, SLEEPING
ACCOMMODATION, with Stabling
Terms, 'A.B.C.'
Care of 'CHINA MAIL' Office.
Hongkong, May 23, 1901. 1117

CANDIDATES for POLICE in NAVAL
YARD Required. Must be of good
Character and British Birth, between 25
and 35 years of age.
Apply with papers to
COMMANDER,
H. M. NAVAL YARD,
24th April, 1901. 806

RESPECTABLE FIRM of Good Stand-
ing in the Philippines WANTS
AGENCY of FIRE INSURANCE COMPANY
for Manila and/or Iloilo, Cebu, etc.
Apply to
'M. J. F.'
Care of 'CHINA MAIL' Office.
Hongkong, May 20, 1901. 1087

WANTED.
A COMPETENT CLERK, with a
Knowledge of Book-Keeping. Good
testimonials essential.
Apply, 'E. S.'
Care of 'CHINA MAIL' Office.
Hongkong, May 25, 1901. 1129

SINGING, PIANO, MANDOLINE,
AND GUITAR.

SIGNOR CATTANEO, having returned
to the Colony, has resumed Tuition.
TERMS, ... \$10 per Month.
(Two Lessons per Week).
Application may be made by intending
pupils through Messrs. LANE, CRAWFORD
and Co.
Hongkong, April 19, 1901. 864

EDUCATION.

A FIRST-CLASS EDUCATION, and
every Home Comfort, is offered in
England to Colonial people by a Gentle-
man of CHARTERED COLLEGE, Cambridge, who
has had a long and varied experience in the
scholarship profession. Highest references.
Address in first instance:
'GRADUATE.'
Hongkong, May 7, 1901. 857

PROFESSIONAL NOTICE.

DENTON E. PETERSON, D.D.S.
9 VICTORIA TERRACE,
TIENTSIN, NORTH CHINA.
OUTFITS VERIFIED AS USUAL.
Hongkong, May 14, 1901. 1332

To Let.

TO LET.
NO. 5A, 'WILD' DELL, WANGHAI
(Road, with immediate possession).
A HOUSE next to 'IDLEWILD',
Seymour Road, (from 1st June).
Apply to
SANG KEE,
No. 298, Praya Central.
Hongkong, May 15, 1901. 1049

TO LET.
TOP FLOORS of Nos. 1 & 3, Wa In Fong
'TO LET', suitable for Married
Couple. Rent \$45.00 per Month. Bath-
room, Kitchen and Gas.
Apply to C. E. WARREN,
25, Aberdeen Street.
Hongkong, May 15, 1901. 1052

TO LET.
BEDROOM, with Board; Good Locality.
Apply,
'O. O.', 'CHINA MAIL' Office.
Hongkong, May 6, 1901. 987

TO LET.
TWO very spacious and well ventilated
TWO-STORY EUROPEAN RE-
SIDENCES, with Gardens and Tennis
Lawns, each containing 6 Rooms, Bath-
rooms and Outhouses, in MACDONNELL
ROAD, on Island Lot No. 1,569.
Apply to
TANG LAP TING,
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Butcherfield & Swire.
Hongkong, March 20, 1901. 634

TO LET.
GODOWN, in DUNDRELL STREET, from
1st June.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, April 29, 1901. 947

TO LET.
POSSESSION April 1st.
1, STEWART TERRACE.
Apply to J. W. NOBLE.
Hongkong, March 6, 1901. 610

TO LET.
(From 1st April Next).
TWO SPACIOUS GODOWNS, with
Upper FLOORS for Dry Goods. Nos.
1 & 2, facing the Sea, and situated at Bel-
cher's Bay on M. Lot 243.
Apply to
JOSEPH & CO.,
1, Duddell Street.
Hongkong, March 25, 1901. 681

TO LET.
BEDROOM, Single or with Dressing
Room, attached, Furnished, or Un-
furnished, attendance, bath, etc., well
located, cool and appointments First-class
in every particular.
'TREVILLE.'
Care of 'CHINA MAIL' Office.
Hongkong, May 21, 1901. 1047

TO LET.
A HOUSE in RYON TERRACE,
HOUSES at LEIGHTON HILL.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, May 1, 1901. 570

TO BE LET.
NEWLY-BUILT HOUSES on ROBINSON
ROAD and MOSQUE JUNCTION.
Immediate possession.
Apply to
H. L. NORONHA,
Executive of the Estate of the
late D. Noronha.
Hongkong, May 22, 1901. 1107

LOST OR STOLEN.

A WHITE FOX TERRIER (Bitch),
with Black and Tan head and very
short tail (about nine months old). Answer
to the name of 'Gus'. Reward to anyone
returning same to
A. MILROY,
Supt. Sailors' Home.
Hongkong, May 25, 1901. 1127

The Robinson
Piano Co., Ltd.

Best Value in
PIANOS.
Monthly Payment System.
TUNING.
REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.

Grand Stock reduced to Clear.

BICYCLES - - -
AND
-- TYPEWRITERS.
SOLD, EXCHANGED AND REPAIRED.
PRICES VARYING FROM \$65 to \$225.
ALL ACCESSORIES IN STOCK.
We do not Dely Competition.
DRAGON CYCLE DEPOT.
11, D'Aguilar Street.
Hongkong, 10th February, 1901. 325

'KIRIN.'

A Delicate
Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.00 per dozen.
PINTS, \$1.75 do.

W. HUTTON POTTS,
Sole Agent for Hongkong.

Why:

A cup of Bovril, so readily pre-
pared, is the best stimulant
that can be had—refreshing,
nourishing and strengthening.
It promotes and sustains energy.

BOVRIL

To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
4, PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.
JOHN BROWNHILL, Superintendent.

NEW CURTAINS AND CURTAIN FABRICS.

500 PAIRS OF LACE CURTAINS
3, 4, 4½, and 5 yards long, from \$5 per pair.
NEW ORGANDIE STRIPED MUSLINS
LACE-EDGED MUSLINS with COLOURED STRIPES.
NOVELTIES in MUSLIN CURTAINS.
ART and FIGURED MUSLINS.
IVORINE and CREAM LACE CURTAINS.
NEW STOCK OF FRENCH AND ENGLISH CRETONNES.
WASHING and REVERSIBLE.
AN INSPECTION IS INVITED.
Lane, Crawford & Co.'s Furnishing Department.

THE PHARMACY,
10 Queen's Road Central, Hongkong

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.
SOMERVILLE'S 'EXPORT' and 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.
Manager, RICHARD FLINT.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

VICTORIA DISPENSARY.

DAKIN'S IODISED SARSAPARILLA.
THE BEST BLOOD PURIFIER.
DAKIN'S SINGLE SEIDLITZ.
A MOST AGREEABLE AND EFFECTIVE SALINE APERIENT.
PRICKLY HEAT LOTION.
THE ONLY EFFECTUAL REMEDY.
VICTORIA DISPENSARY,
QUEEN'S ROAD.

ASK FOR FERGUSON'S

P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland;
devoid absolutely of all deleterious matter.
THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.
Sole Importers,
F. BLACKHEAD & Co.

FOR SALE.
RURAL BUILDING LOT 103,
BARKER ROAD.
Apply to
HUMPHREYS ESTATE & FINANCE CO., Ltd.
Hongkong, January 20, 1901. 237

FOR SALE.
CRUISER YACHT 'THISTLE' for
Sale.
Apply,
COMMANDER,
NAVAL YARD.
Hongkong, May 13, 1901. 1033

FOR SALE.
A DOUBLE BARREL, 500 Bore
Express Rifle by E. M. REILLY.
PRICE, \$200.00.
Apply to Col. The GORMAN.
Hongkong, May 23, 1901. 1117

FOR SALE.
WINE, the Undersigned, have this day been
Appointed Agents by Messrs T. M.
STEVENS & Co., of PORTLAND, ORE., for
the Sale of WEINHARD'S BRANDS of
AMERICAN BEER in Hongkong.

DOOLITTLE & POLLOCK.
Hongkong, April 14, 1901. 843

Business Notices.

Aerated Waters.



WATKINS' CROWN BRAND.
UNSURPASSABLE FOR PURITY
AND FLAVOUR.

See that each Bottle bears our Name and Trade Mark.

WATKINS, LIMITED.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.
In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL AGENTS.

PHOTOGRAPHIC

GOODS OF ALL DESCRIPTIONS; PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN.

PROFESSIONAL AND AMATEUR PHOTOGRAPHERS SHOULD KNOW THAT WE
SUPPLY THE

Southern Markets of China,

AND THAT THE LARGE AMOUNT OF PHOTOGRAPHIC GOODS WE HANDLE ALWAYS
ENABLE US TO KEEP A FRESH STOCK.

ACHEE & CO.,

17A QUEEN'S ROAD, CENTRAL. FEW DOORS EAST OF THE HONGKONG HOTEL. 466

CHAS. HEIDSIECK'S
CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout Americain)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

PIANOS - - -

A NEW CONSIGNMENT OF PIANOS BY COLLARD AND
COLLARD AND JOHN BROADWOOD & SONS.

PRICES, ... \$500—\$1500.

MONTHLY PAYMENTS ACCEPTED.

SOILED AND SURPLUS MUSIC TEN CENTS PER COPY.

LANE, CRAWFORD & Co.,

MUSICAL DEPARTMENT.

JUST UNPACKED.

LADIES', GENTLEMEN'S AND CHILDREN'S BOOTS AND SHOES.
FANCY SILK AND COTTON BLOUSES AND SKIRTS,
WHITE AND COLOURED SILK PARASOLS,
FANCY LACES AND DRESS TRIMMINGS, Etc.

W. POWELL & CO.,

43, QUEEN'S ROAD CENTRAL.

Hongkong, April 27, 1901. 1617

AQUARIUS.

PURE, SPARKLING, TREBLE
DISTILLED TABLE WATER.



The extreme care taken in the Manufacture of this Water
obviates all possibility of its containing any deleterious matter of
any nature whatever. It has the advantage of mixing readily with
Wines and Spirits, without in any way interfering with their
character.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

15, Queen's Road.

Hongkong, May 25, 1901. 850

VERNON and SMYTH, Share-brokers

Rail No. 5 Wyndham Street, Hongkong

A CHINAMAN'S SOLUTION OF THE CHINESE PROBLEM.

Views of Mr. Bosman (Ho Tung), J. P. of Hongkong.

SUGGESTS THAT WESTERN NATIONS SHOULD INDEMNIFY TO OPEN UP THE MIDDLE KINGDOM WITH RAILROADS.

H. T. Bosman of Hongkong, accompanied by his wife and servant, is staying at the Waldorf-Astoria. No one would suspect Mr. Bosman's identity from reading his photograph, which appears in a bold English hand upon the register; indeed, it is hard to realize even after meeting him that he is an Asiatic in blood as well as by birth, although he has all the physical characteristics of the Oriental. To him Mr. Bosman is better known as Mr. Ho Tung, and he is one of the leading merchants of his native city as well as one of its most extensive property owners.

In manner, dress, and habits of thought Mr. Bosman is altogether English. He is a large, well-built man, with a broad forehead, and a pair of eyes which are full of intelligence. He is a native of the district of Canton, and his family has been in Hongkong for many generations. He is a member of the Hongkong and Shanghai Banking Corporation, and is also a member of the Chamber of Commerce.

Mr. Bosman is deeply interested in the trend of events, politically, in the Far East, and discusses the situation with a freedom and frankness which is rare in a foreigner. He is a man of a great deal of thought, and his views are well-considered. He is a man of a great deal of thought, and his views are well-considered.

"I believe that this is the golden opportunity for the introduction of Western ideas into the Middle Kingdom, and that the apparent disagreement of the powers on the amount of indemnity to be paid for the Boxer disturbances should lead to a compromise which would be a great step towards the development of the country. It is not the levying of a new monetary fine, which could be used by additional taxation, and in the end perhaps leave the real state of the country unchanged. I have a plan in my own mind which I think is worthy of the attention of the diplomatic, because I believe it would be a civilizing influence. It is this:

"Let the powers agree upon the amount of indemnity to be paid, and then let them divide it among themselves. The entire sum, say \$200,000,000, shall be used for building railroads and for other internal improvements in China under the joint control of the powers, to be operated by the Chinese. The full amount of the investment is secured, and China is in a position to become, by purchase, the sole owner of the improvements.

THE VALUE OF RAILROADS.

"Railroads will do more to enlarge the perspective of the Chinese than any other agency. They will cause the people of the interior to travel and to acquire that breadth of vision which comes from contact with the world. Now, China is in great need of railroads, while the rest of the world is clamouring for broader facilities. The situation seems to have been created for reciprocal negotiations along a common line. Why not make this thought the dominating feature of future negotiations? All parties in interest should look to the future.

"Railroads could be built by the powers on the basis of a 4 or 5 per cent. cumulative interest-bearing indemnity fund until the claims of all the powers are paid. In after years a chance could be given to China to acquire the properties out of the net earnings, after the indemnity had been provided for. Any surplus could be used to develop more railroads. By that time the Chinese problem would have been solved. You have only to note what transportation lines have done for the United States to realize the truth of this statement. In a few years the empire would be in touch with the whole world, and a recurrence of the Boxer troubles would be impossible.

"Provision could be made that in the event of war between China and any other power, that power could withdraw its troops from the control of the railroads, although whatever monetary interest it had would be conserved by other foreign members of the Board of Directors or the Board of Control.

"I honestly believe that the method outlined is the only one that will insure the empire the internal improvements so much desired by Western powers within a reasonable time. It would do away with the effort of private parties or independent Governments to build lines for their own selfish purposes. In fact, the Chinese are not only to understand the necessities provided by the Manchurian line to comprehend how jealous a nation is of any advantage secured by another in the Orient. Let China alone railway construction will be a slow work, indeed, especially if she must perforce pay an enormous indemnity with no provision for recuperation.

"At the first blush my scheme may seem impracticable, but when you come to consider it carefully, and when you see the simple proposition I don't see that there is any great difference between the management of a corporation by a Board of Directors composed of different nationalities, as is often the case, and the project which I advocate. In fact, the Chinese are not only to understand the necessities provided by the Manchurian line to comprehend how jealous a nation is of any advantage secured by another in the Orient. Let China alone railway construction will be a slow work, indeed, especially if she must perforce pay an enormous indemnity with no provision for recuperation.

"I have not yet discussed the subject in this country. This will be my first public utterance, and if there are any defects I would be pleased to have them pointed out. The people of China are conservative; they cling to old methods, and cannot be easily won to a new way of thinking. It is not likely to be any war, and if there should be it would affect only the intelligent powers, and trade with the rest of the world would go on. The same might be said of the rules of war, which are carried on between two civilized nations.

"What is the feeling of the Chinese towards the stationer of China, towards the country? Mr. Bosman was asked.

"Extremely cordial," was the reply. "The impression and confidence shown

by the Government at Washington in making demands on the empire have already borne good fruit, and will be of advantage to us for years to come. This country is much like China so far as its topography is concerned, and I look for it to be the favored nation when China is restored to peace. I do not say favored nation in the sense that laws will be made to favor it, but in the sense that China looks to America as an excellent market and the possibilities of enlarging trade are practically limitless. The completion of your Nicaragua Canal will give you a tremendous advantage, and no doubt the manufacturers of this country will grasp the opportunity.

"There are some things which your merchants have not learned yet, however, and you will do well to make a note of it. They should study the Chinese character to better purpose. For instance, the consumers over there are conservative, and they stick to ancient brands and trade marks. A Chinaman is likely to buy goods of a certain brand because he has always done so, even if he can get a better quality at a cheaper rate. It is not in a package with which he is unfamiliar.

"It would pay to adopt a certain plan which suits the Orient and adheres to it. Another thing, the people must have at least as good a quality of goods as they get from the quality of Continental goods. All other things being equal, I think they would in course of time prefer to patronize America, but the sentiment is not strong enough to justify the belief that they will pay exorbitant prices for goods made in this country.

"America is not sufficiently represented by commercial agents in the Orient. If it showed its characteristic enterprise and activity by sending a man over there to study the situation and associate himself with native merchants, the returns would, I have no doubt, be enormous. Both England and Germany are far ahead of the United States in this respect.

"Do you believe that a high tariff policy on the part of this Government works an injury to trade relations with China?"

"No, so long as your tariff is not discriminating China is able to hold her own with other exporting countries. As the balance of trade is against us, an export tax on our manufacturers would hurt us far more than an import duty on what we send over to this country.

"What market is there in China for agricultural machinery at the present time?"

"It has been said that the Chinese farmer does not take readily to agricultural machinery. The reason is not far to seek. The cost is too great, in most cases prohibitive, and the farmer who has used primitive methods is not sure that it will work well. Although conservative, the Chinese are quick to see an advantage, and they do not always hesitate to abandon ancient customs.

"This is Mr. Bosman's second trip to America, although he was never in New York before. He is traveling for the purpose of taking observations and for the benefit of his health, and will extend his trip to Europe. He spoke feelingly of the death of General Grant, who was his friend, and also of the death of Captain Richmond Pearson Hobson, whose acquaintance he had the pleasure of making while the latter was in Hongkong. Mr. Bosman has studied the American political system closely, and shared some knowledge of the relative functions of the States and the National Government, than is possessed by many natives.

THE MEN BEHIND THE GUNS.

"But it is not only in material that we must excel; the efficiency of our guns depends upon the men behind the guns."—Daily Paper.

So you think our Navy is rotten. That we are keeping up with the age? That in war-time we'll just have to cotton to them with our old ships on the stage. Well, may be there are foreign nations. Can show us a record in tons. But statistics don't make calculations. Of the men behind of the guns.

Our guns may be lighter, or ships may be less. But the Land knows the grit of her sons; And we know we can trust, when our wrongs are redoubled, the men behind of the guns.

There isn't no machine yet invented, Be it a steam engine or a motor car, As will think when the battle is fought, And teach them same weapons to shoot; And there isn't no fear from a Crouzet, Nor tries to shoot over the sun, Through the enemy getting excited, By the beggar behind of the gun.

Our guns may be lighter, or ships may be less. But we know we can trust to our guns; And for all our successes, we know who to thank. The men behind of the guns.

We mean to keep pace with the cruisers, Though it's not in the metal we trust; For it isn't the guns, it's the users. Will tell, when it comes to a dust, So long as a Briton's a Briton.

So long as this battle world rings, We'll have one little factor to reckon, The men behind of the guns.

Our guns may be lighter, or ships may be less. But Britain will never lack sons, To prove to the world that they're still of the best. When they handle them terrible guns.

When they handle them terrible guns. DOLLY.

The natural disaster created by God Liver Oil on the British Empire, which has been so long in coming, is now at hand. It is a disaster which will affect the whole of the British Empire, and it is a disaster which will be felt by all the people of the British Empire. It is a disaster which will be felt by all the people of the British Empire.

NESTLÉ'S MILK OF CONDENSED LIVER OIL. It is a disaster which will affect the whole of the British Empire, and it is a disaster which will be felt by all the people of the British Empire. It is a disaster which will be felt by all the people of the British Empire.

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STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH ROUTER.)
Java, Maria Victoria, Lakeland, Maria, Lindemann, Rotterdam, May 3; Athens, 3; Bombay, 3; Oporto, 10; Benares, 10; Calcutta, 10; Hongkong, 10; Shanghai, 10; Yokohama, 10; Kobe, 10; Manila, 10; Cebu, 10; Singapore, 10; Batavia, 10; Surabaya, 10; Medan, 10; Palembang, 10; Sumatra, 10; Java, 10; Madura, 10; Bali, 10; Lombok, 10; Sumbawa, 10; Flores, 10; Timor, 10; Macassar, 10; Ternate, 10; Tidore, 10; Moluccas, 10; Celebes, 10; Sulu, 10; Mindanao, 10; Philippines, 10; Iloilo, 10; Zamboanga, 10; Manila, 10; Cebu, 10; Singapore, 10; Batavia, 10; Surabaya, 10; Medan, 10; Palembang, 10; Sumatra, 10; Java, 10; Madura, 10; Bali, 10; Lombok, 10; Sumbawa, 10; Flores, 10; Timor, 10; Macassar, 10; Ternate, 10; Tidore, 10; Moluccas, 10; Celebes, 10; Sulu, 10; Mindanao, 10; Philippines, 10; Iloilo, 10; Zamboanga, 10; Manila, 10; Cebu, 10; Singapore, 10; Batavia, 10; Surabaya, 10; Medan, 10; Palembang, 10; Sumatra, 10; Java, 10; Madura, 10; Bali, 10; Lombok, 10; Sumbawa, 10; Flores, 10; Timor, 10; Macassar, 10; 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Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **ESMERALDA**, Captain J. McGowan, will be despatched as above on **TUESDAY**, the 28th Inst., at 6 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers.**

Hongkong, May 25, 1901. 1118

THE OSAKA SHOSHEN KAISHA, LTD.

FOR TAMSUI AND KEELUNG.

THE Company's Steamship **AKASHI MARU**, Captain K. Suzuki, will be despatched for the above ports on **TUESDAY**, the 28th May.

For Freight or Passage, apply to **MIYOSHI BUNSAN KAISHA, Agents.**

Hongkong, May 21, 1901. 1043

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship **ARABIAN APCAR**, Captain K. Fey, will be despatched for the above ports on **WEDNESDAY**, the 29th Inst., at 3 p.m.

For Freight or Passage, apply to **D. SASSOON, Sons & Co., Agents.**

Hongkong, May 25, 1901. 1121

THE OSAKA SHOSHEN KAISHA.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship **MAIDUURU MARU**, Captain K. Sobayama, will be despatched for the above ports on **WEDNESDAY**, the 29th Inst., at 3 p.m.

For Freight or Passage, apply to **MIYOSHI BUNSAN KAISHA, Agents.**

Hongkong, May 21, 1901. 1092

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship **SACHSEN**, Captain H. Surmen, due here with the outward German Mail about the 29th Inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, May 25, 1901. 1123

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

AFRIDI, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, June 11, at Noon.

AMERICA, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, July 4, at Noon.

HONGKONG MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

JUPITER, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

SATSUMA, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

* Calling at MANILA.

For Freight and further information apply to

DODWELL & CO., LTD., Agents.

Hongkong, May 25, 1901. 1018

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship **ANPING MARU**, Captain S. Arsuvi, will be despatched for the above ports on **WEDNESDAY**, the 29th Inst., at Daylight.

* For Freight or Passage, apply to

MIYOSHI BUNSAN KAISHA, Agents.

Hongkong, May 23, 1901. 1114

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Assets Exceed \$50,000,000

In accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPEHOOD, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS, Local Manager, 10, Des Voeux Road, Central, Hongkong, May 23, 1901. 1105

Relieves the scalding pain at once and

CURES all discharges from the genital-urinary organs in either sex in 48 HOURS.

Obtained from the best of wood.

Unlike the standard oil of the Bazar, it is superior to Copaiba, Cubebs, and causes no inconveniences.

Beware of imitations. Each day capsule bears the name **SANTAL MIDY**.

R. RUE VIERNE, PARIS

For Sale by **A. S. Watson & Co., Chemists.**

Hongkong, May 23, 1901. 1105

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR STEAMSHIP CAPTAIN DATE.

SHANGHAI, MOJI & KOBÉ, **Nankin** + C. J. BENTON, R.N.R. Noon, 27th May.

SHANGHAI & JAPAN, **Java** G. W. GORDON, R.N.R. About 31st May.

MARSEILLES & LONDON W. HAYWARD, R.N.R. About 1st June.

* See Special Advertisement. + For Freight only.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, May 25, 1901. 979

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co.'s Accelerated Line to Trieste).

THE Company's Steamship **MELIOMENE**, Captain MATCOVICH, will be despatched as above on **FRIDAY**, the 31st Inst., in the Afternoon.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, June 20, 1901. 1089

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship **EASTERN**, Captain ELLIS, will be despatched for the above ports on **THURSDAY**, the 29th Inst., at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly-qualified Surgeon are carried.

N.R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 14, 1901. 1038

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, June 11, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, July 4, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

Jupiter, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

Satsuma, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

* Calling at MANILA.

For Freight and further information apply to

DODWELL & CO., LTD., Agents.

Hongkong, May 25, 1901. 1018

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship **ANPING MARU**, Captain S. Arsuvi, will be despatched for the above ports on **WEDNESDAY**, the 29th Inst., at Daylight.

* For Freight or Passage, apply to

MIYOSHI BUNSAN KAISHA, Agents.

Hongkong, May 23, 1901. 1114

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Assets Exceed \$50,000,000

In accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPEHOOD, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS, Local Manager, 10, Des Voeux Road, Central, Hongkong, May 23, 1901. 1105

Relieves the scalding pain at once and

CURES all discharges from the genital-urinary organs in either sex in 48 HOURS.

Obtained from the best of wood.

Unlike the standard oil of the Bazar, it is superior to Copaiba, Cubebs, and causes no inconveniences.

Beware of imitations. Each day capsule bears the name **SANTAL MIDY**.

R. RUE VIERNE, PARIS

For Sale by **A. S. Watson & Co., Chemists.**

Hongkong, May 23, 1901. 1105

THE Company's Steamship **INDRANI** will be despatched for the above Port on or about 25th June, 1901.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, May 16, 1901. 1061

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship **ARARA**, Captain **ARARA**, will be despatched for the above Port on or about 1st August, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, May 15, 1901. 1040

FOR NEW YORK VIA SUEZ CANAL.

Shipping.

NAVIGATION COMPANY

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 3rd June, at 1 p.m., the Company's Steamship **LAOS**, Captain **FLANDRIN**, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via Port of Call, WITHOUT TRANSFERRING.

Cargo, and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 2nd June. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

* For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, May 20, 1901. 1095

PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with

OREGON RAILROAD AND NAVIGATION CO., operating the New First-class Steamship **INDRANELL**, INDRAPURA, KNIGHT COMPANION, between HONGKONG and PORTLAND, (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

THE Steamship **INDRANELL** will be despatched for PORTLAND, (OR.), about 10th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON, General Agent.

SHEWAN, TOMES & Co., Agents.

Hongkong, May 23, 1901. 1078

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In connection with the

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN & HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Belgian King, About 10th June.

THE Steamship **Belgian King** will be despatched for SAN DIEGO, and SAN FRANCISCO, via MOJI, KOBÉ, YOKOHAMA, and HONOLULU, on or about 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

HONGKONG, CHINA & JAPAN.

Hongkong, May 15, 1901. 1048

* GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship **GLENADINE**, Captain **WATSON**, will be despatched as above on or about the 26th June, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, May 18, 1901. 1081

THE UNITED STATES AND CHINA JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship **INDRANI** will be despatched for the above Port on or about 25th June, 1901.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, May 16, 1901. 1061

JUST-OPENED.

A FINE CONSIGNMENT OF FRENCH PRESERVES of well-known Make. Quality will speak for itself.

H. RUTONJEE.

5, D'Aguiar Street, 22 and 23, Elgin Road, Kowloon.

Hongkong, April 16, 1901. 101

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS

AND ATLANTIC AND OTHER CONNECTING STEAMERS; Via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC, SATURDAY, 1st June, at Noon.

PERU, TUESDAY, 18th June, at Noon.

CITY OF PEKING, THURSDAY, 27th June, at Noon.

CITY OF PEKING, SATURDAY, 13th July, at Noon.

CITY OF PEKING, TUESDAY, 23rd July, at Noon.

CHINA, TUESDAY, 6th August, at Noon.

THE U. S. O. Company's Steamship **DORIC** will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct lines connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special Rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid, full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage to any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, May 27, 1901. 980

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON ON LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

PREUSSEN (HAMBURG-AMERIKA LINIE) WEDNESDAY, 29th May.

SACHSEN (HAMBURG-AMERIKA LINIE) THURSDAY, 13th June.

KLAUSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 27th June.

DAVERN THURSDAY, 11th July.

STUTTGART THURSDAY, 25th July.

KONIG ALBERT THURSDAY, 8th August.

PRINZESS IRENE THURSDAY, 22nd August.

FRANZ HEINRICH THURSDAY, 5th September.

PREUSSEN (HAMBURG-AMERIKA LINIE) THURSDAY, 19th September.

SACHSEN (HAMBURG-AM